

HOOD RIVER-WASCO RESIDENTS WANT ROAD LINK BUILT

Improvement of Hood River-Mosier Stretch Demanded as Necessary Link in Chain.

BROKEN PLEDGE IS CITED

Wasco County Alleges It Kept Its Part of Bargain on The Dalles-Mosier Road.

There is a growing dissatisfaction among the people of Wasco and Hood river counties in particular and other sections in general over the delay of the state highway commission in taking some definite steps towards beginning the improvement of the Hood river highway between Hood River and Mosier. At the next meeting of the commission in August, it is expected that a delegation will be present from Dalles, Mosier and Hood River, asking that a beginning be made. It will not be urged that the work be finished this year in view of prevailing conditions, but that it be started and prosecuted during the coming winter. If it is not undertaken this fall it will be pointed out that it can not be completed next year.

One strong argument to be advanced, is that during the winter months there will be available labor teams which otherwise will be idle. This will eliminate the labor difficulty now confronting highway work.

Another argument from another standpoint is that the commission should keep faith with the people of Wasco county. Nearly three years ago the voters of Wasco authorized a bond issue for road improvement on the understanding with the old highway commission that if the county would improve the road between The Dalles and Mosier the state would reconstruct the road between Hood River and Mosier. On this understanding Wasco county went ahead and now has practically finished the new grade from Chewachet to Mosier over the hill. The state has done nothing beyond making the survey and locating the route.

The Missing Link

There is yet another argument which is broader in its scope representing the interest of the state at large in the project.

Between \$5,000,000 and \$6,000,000 have already been invested in the highway between Hood River and the coast, from which a full return cannot be had until the connection with Eastern Oregon is made. In the present situation the highway is only a local road so far as its uses are concerned.

One of the arguments used against the adoption of the \$5,000,000 bond issue was that it did not provide sufficient funds to improve all the roads outlined, and the result would be that the money would be dissipated in local stretches and that no main trunk roads would be completed. As time goes on, the policy of the state highway commission is cited as proof in justification of the production.

The principal reason given by the commission for not going ahead with the work is the lack of finances, owing to the restriction put on bond issues by the national government. "If we were to go ahead on this project" it is said "we would be criticised for inconsistency in view of the fact that projects in other localities have been postponed."

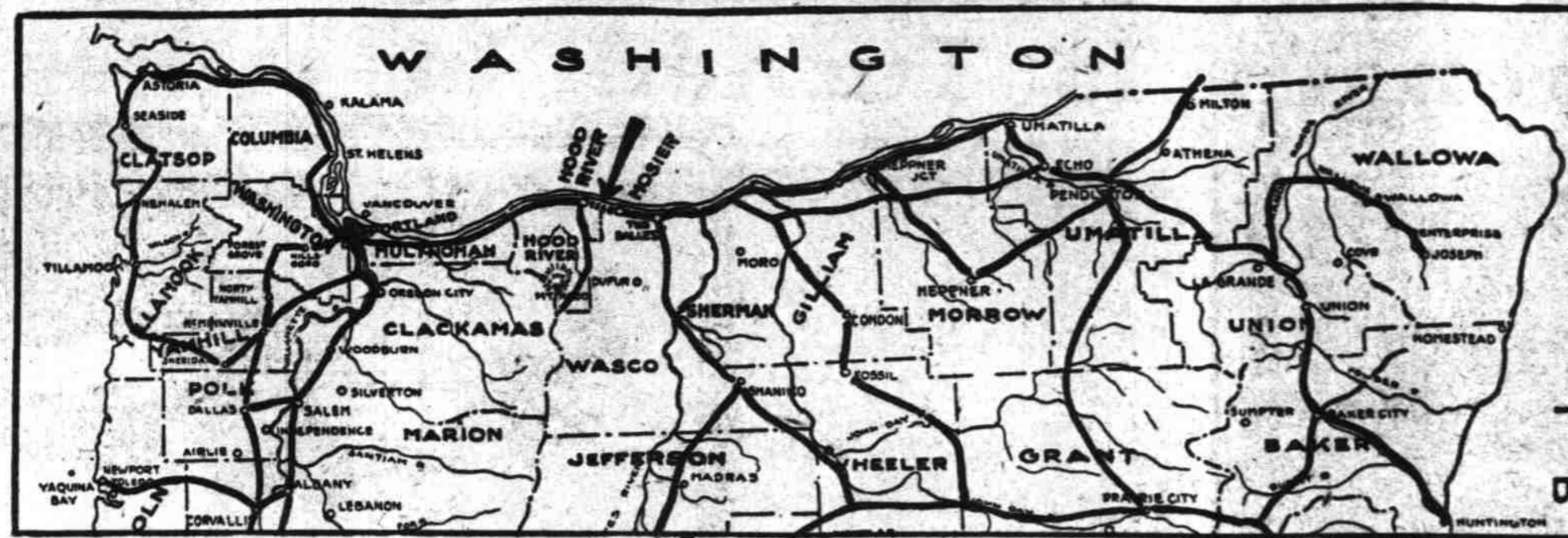
Case is Presented

In answer to this it is said by those interested in the forging of the final link in the chain which connects the Willamette valley with Eastern and Central Oregon that it is just now the most important project in the state, and one whose completion will be of the greatest benefit to the state as a whole. It is also argued that it is decidedly a war measure in the way of relieving the transportation system of the state and facilitating the movements of products which is now wholly dependent upon a single line of railroad. There is no prospect, it is said, that the railway situation will be better next season than this, and that it may become worse. So long as highway traffic cannot get through between Mosier and Hood River, it is useless, it is pointed out, to make any improvement east of the mountains beyond The Dalles, or at least it would not be good business to do so.

The problem of financing the Hood River-Mosier gap can be easily solved it is claimed by local capital. It is understood that the banks and individuals of The Dalles and Hood River will either agree to take bonds or warrants which they will carry without charging interest.

It is estimated that the cost of the work will be approximately \$350,000. By beginning the work this fall it is estimated that it would only require a small sum to carry it through until next January when the 1918 funds come in. In any case vouchers for work done in November and December could not be taken up until January. The main point, it will be urged, is to get started as soon as possible under the most favorable conditions.

IMPORTANT LINK MISSING IN STATE HIGHWAY SYSTEM



Map showing northern portion of Oregon's trunk highway system with dotted line between Hood River and Mosier indicating where vital link is missing.

Tractor Should Meet Need Of Each Individual Farm

Sound Advice Given by Expert; Service of Dealer Should Begin by Placing Right Kind of Machine in Farmer's Hands at Start; Horsepower Not Figured on Basis of Horse Flesh.

By J. Chandler Egan
The automotive dealer will demonstrate his fitness for the tractor business by the quality of the service he renders and the degree of satisfaction he produces among his customers. He also must depend upon the same factors for the profit he makes from the tractor business. In a majority of instances, too, they are likely to determine his permanency in the trade.

This merely indicates their importance and shows how necessary it must be for the dealer to consider them. While service and satisfaction are coupled together here they really should be considered as cause and effect, the degree of satisfaction depending directly upon the quality of service. This emphasizes the relatively greater importance of the former and makes clear the reason why the dealer should clearly understand where service begins.

The old adage, "A good beginning makes a good ending," applies with particular appropriateness to service, for the reason that a mistake at the beginning almost always entails service without end. This is uneconomic and unprofitable. Service, then, should begin before the tractor is sold. This broadens the common conception of what constitutes service, and implies that the tractor dealer should take some things into consideration that frequently are not given any thought. A moment's consideration will justify this widening of the meaning of the term, "service," and will make clear the reason why the dealer must begin to render it before the sale is made.

What Makes Profits
That the tractor shall fit the job is of the utmost importance to the man who buys. Only where this is the fact can it prove to be a profitable investment for him, can it be operated economically and can it be productive of satisfaction. And satisfaction from whatever source of view, is the end to be attained. It happens, however, that very few farmers who never have had any personal experience with tractors, when they come face to face with the proposition of buying one, are competent to determine off-hand just what type and size of tractor they need. They have certain well defined and definite needs upon their farms which must be met, but how well this, that or the other tractor will meet these needs they ordinarily cannot decide without advice.

They are just as likely as not to be attracted by some feature which is not essential to the efficient working of the tractor in the conditions they have to meet, or they are led astray by such an inconsequential matter as price. The result is that a misfit between tractor and job results. An outstanding fact which appears in every investigation of tractor usefulness which has been undertaken is that in a majority of instances where farmers have reported uneconomic or unsatisfactory results the reason has been that in the first instance the farmer made a misjudgment and bought a tractor unsuited to his requirements, one too small or one too large, or unwisely selected for some other reason. Where there is a proper coordination between the tractor and the work which it will be called upon to do the results almost always are satisfactory. This is eliminating the human factor as a disturbing influence, which may be done safely in considering averages.

Horse Is Basis
The reason the farmer is unable usually to select wisely when it comes to buying his first tractor is because he is accustomed to estimating his work in terms of horses only. He knows nothing about mechanical horsepower and does not know how to convert animal horsepower into the equivalent terms of mechanical horsepower. It is natural and inevitable that he should look at the tractor, which he buys ostensibly as a substitute for his horses, in terms of the

only unit of power he knows—the horse. He is led to this mistake more readily because of the method of rating tractors in terms of drawbar horsepower. The farmer makes the error of considering the horsepower rating of a tractor on the drawbar as the exact and invariably equivalent of the power of just as many horses. In a majority of instances, a tractor rated at 10 horsepower on the drawbar means just the same to the inexperienced farmer as the power of 10 horses.

This is the case only under a certain set of ideal conditions and only approximately correct even then. For instance, a horse normally exerts a pull on the drawbar equal to about a tenth of its weight. Now, if all farm horses weighed exactly 1500 pounds, walked all ways while at work at a uniform speed of 2 1/2 miles per hour, and had level ground to walk over, then every horse in 1 minute would exert at the drawbar the equivalent of one mechanical horsepower. Conversely, if all tractors were built to run at a uniform speed of 2 1/2 miles per hour and had level ground all ways to run over, then in 1 minute every tractor, too, would exert a pull at the drawbar equivalent to one mechanical horsepower. Only so far as this is the rating of a tractor at the drawbar to be compared to the power of as many horses as the rating indicates.

But farm horses vary infinitely in weight. In general, they merely approximate 2 1/2 miles per hour in speed. Tractors, in turn, manifest all speeds from 1 m. p. h. on low gear to 9 m. p. h. on high, although most of them have a much narrower range than this. Nevertheless, the variation from the normal in the speed of a tractor profoundly affects the horsepower developed at the drawbar and destroys the relation the farmer imagines exists between the rating given and the equivalent in horses.

In addition, there is a fundamental difference between animal power and tractor power, which would throw the equivalence all out of proportion as soon as the tractor's entire length in Oregon is disturbed, and it usually is disturbed most of the time. This fundamental difference is that animal power is elastic, while tractor power is absolute. While the average farm horse may be considered to exert one mechanical horsepower in a minute of time at normal plowing speed, he is capable, in an emergency and for short distances and for short periods of time, of exerting several times as much power, bringing his pull temporarily up to 500 to 700 pounds. This occurs when hard spots in the soil are encountered in plowing, in bursts of speed or in short uphill pulls. In other words, horses have a reserve of power which may be drawn upon in case of need.

The tractor, upon the contrary, has no reserve of power. A tractor capable of pulling 1500 pounds at the drawbar on level ground and at 2 1/2 m. p. h. immediately loses efficiency if these conditions are changed. For instance: If the speed of the tractor which is rated at 1500 drawbar pull at 2 1/2 m. p. h. is increased to 3 m. p. h. the pull is reduced immediately to 1250 pounds and falls to 1070 pounds at 3 m. p. h. Grades have a similar, although not as marked effect. The approximate rule is that the weight of the tractor and its plow which must be moved by the power of the engines requires 1 per cent more power for every rise of one foot in a distance of 100 feet. As an example, a tractor weighing 5000 pounds, pulling a plow weighing 650 pounds, must exert a pull over that exerted on level ground of 65 pounds when climbing a grade of 10 per cent, or one which rises 10 feet in 100. Obviously this must operate to reduce the drawbar pull available for overcoming soil resistance by about 2 1/2 horsepower, or cuts the power of a 10-horsepower tractor to 7 1/2 horsepower on the grade. As a tractor has no reserve power as a rule over and above its rating which can be drawn upon to meet such an emergency, the efficiency of the tractor must fall. On hilly ground it must run slower to compensate, or it must pull fewer bottoms or at less depth.

Conditions Vary
It is obvious, therefore, that the farmer who has had no experience with mechanical power easily falls into the erroneous belief that because a tractor at normal plowing speed will exert the same power as will 10 horses at the same speed, it will do so under all circumstances. He makes no allowance for the lack of elasticity in tractor power and does not appreciate the advantage which horses have in this respect.

For the same reason he is more than likely to underestimate the power a tractor should have to meet the soil conditions of his farm. Estimating his power needs by the number of horses he has been accustomed to using in the past, which is the only standard he has to go by, he very naturally thinks that if six of his horses can pull a two-bottom, 14 inch sulky gang, he can do the same thing with a tractor which rates at six horsepower at the drawbar under the same conditions. When he finds that he cannot be so much inclined to blame the tractor instead of his own miscalculation.

save him. This constitutes the beginning of service and must be rendered before the farmer buys. To do this the dealer must know what limitations the tractor laborer under in the delivery of its power and how varying conditions affect the maximum power it will deliver.

Must Be Informed
He must have a general knowledge of how speed, grades, soil resistance and other factors affect tractor efficiency and how much allowance must be made for them. Knowing these things and how to apply them, the dealer is in a position to advise the farmer as to the type and size of tractor the latter should have which will be capable of meeting the conditions upon that farmer's land.

In selling a tractor to a farmer the dealer should know with a reasonable degree of accuracy the character of the soil the farmer will have to plow. The grades he will be compelled to surmount, the size of his fields and other similar factors. These facts the dealer can ascertain with sufficient accuracy by observation or by inquiry so that he will be able to say with practical precision just about what the farmer actually needs in the way of a tractor. There are dealers, and they have been singularly successful in the selling of tractors, who positively refuse to make a sale until after they have secured information on all these matters. In instances, many of them are on record where the dealer has declined to sell the farmer what the latter thought he wanted because the dealer knew it would not meet the conditions, would not accomplish what the farmer expected and would result in trouble and dissatisfaction. These dealers knew what was the probable maximum of difficulty a tractor would have to encounter on a given farm and insisted upon the farmer buying a machine which would compass it. When the dealer has insisted that in time the farmer has testified to the superior wisdom of the dealer and has acknowledged his obligation for the service rendered.

Grading Proposals To Be Invited Again

The United States office of public roads will readvertise in a few days for proposals for grading the Pacific highway between Canyonville and Galesville in Douglas county, a forest road project. The improvement is a very important one as it is the last barrier in the way of making the highway passable its entire length in Oregon. One objection raised by contractors to bidding on the work has been that there was no assurance that the road could be closed to traffic during construction. This objection has, it is understood, been removed by the Douglas county court. As the work will go through the winter months, there will be no great inconvenience caused by closing the road.

License Bill in Congress
Representative Sanders of Louisiana has introduced in congress his bill designed to abolish the practice of requiring registration and tagging of automobiles in states other than those where their owner resides, and the levy upon in case of need.

TRIP HARD ONE BUT ENJOYABLE

Mr. and Mrs. Joseph D. Merwin of Boise Arrive Here by Way of California.

After a 6000 mile journey, through forest and desert, through dust and mud, hub-deep, and over some of the roughest roads known in the west, Joseph D. Merwin of Boise, Idaho, accompanied by Mrs. Merwin, drove into Portland last week at the helm of a Maxwell. Mr. Merwin is the inventor of the American car signal and is traveling over the western states establishing agencies for his patent.

Mr. and Mrs. Merwin first drove to Pocatello, Idaho, then to Ogden, Utah, after which they turned back to Pocatello and then started across the American desert to Reno, Nev. While crossing the desert they ran into a party who were stalled on the road side with a large car, and, hitching onto the car, they pulled the unfortunate out of trouble.

Then they followed the Susanville trail to Susanville, Cal., this being the old Cumberland trail used by the Forty-niners. This is now merely a trail, and a bad one at that, according to Mr. Merwin, being almost impassable in places. The truckers road, the route generally followed, was closed at the time the Merwins were traveling, on account of the snow in the Sierra Nevada mountains.

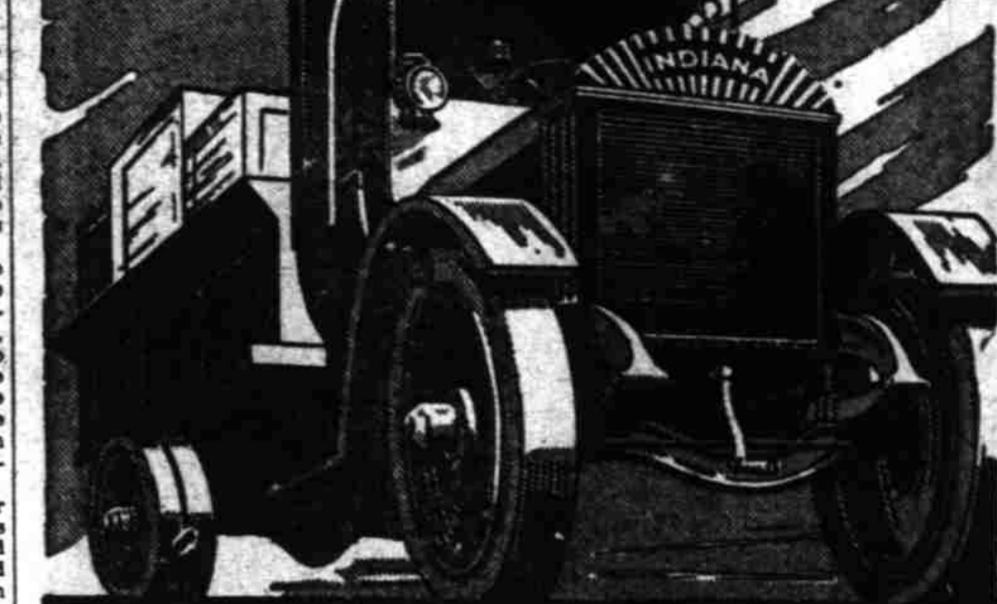
Westward through the great timber country of California, the Merwins drove, the Maxwell pulling through mud axle deep. Then on to Red Bluff, and north to Dunsmuir, doubling back when this point was reached to San Francisco and Los Angeles, later driving on to Portland. From here Mr. Merwin left for Seattle, from which place he will

start for Montana and then to Omaha by way of Denver. The Merwins carried camping equipment and had their car arranged so that the back of the front seat could be let down to form a bed and they spend many an enjoyable evening camping out in true gypsy fashion. Mr. Merwin's general gasoline average was 19 miles to the gallon.

To Hold Screws
It frequently happens that a screw is so located that a lock nut, cotter pin or the usual device cannot be used to hold it. By cutting a short length of iron wire, bending it a little and then, after the screw has been sunk under the surface, driving the wire in so that it lies on the slot, the screw will be firmly held in place.

Electric Trucks for Norway
The Norwegian government has placed orders with American manufacturers for 50 heavy duty electric trucks to be used in various communities for the distribution of food.

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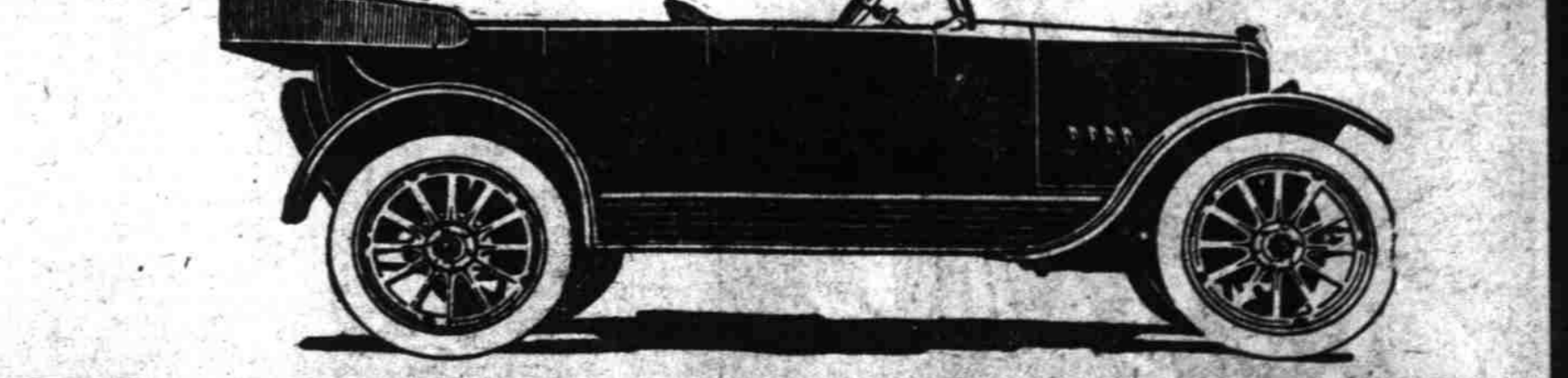
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